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Cheltenham New Special School

Kier Construction – Western & Wales

Travel Plan
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Contents

1	Introduction	1
2	Travel Plan Context.....	5
3	Site Accessibility and Opportunities for Sustainable Travel	11
4	Travel Plan Objectives and Targets.....	19
5	Action Plan.....	22
6	Monitoring and Review.....	29

List of Figures and Tables

Figure 1.1	Site Location Plan	3
Figure 3.1	Photograph showing Arle Road	12
Figure 3.2	Photograph showing Bryanstone Close.....	13
Table 3.1	Summary of DfT Walking Audit Tool.....	14
Figure 3.4	Cheltenham Trade Park Bus Stops – Arle Road.....	16
Table 4.1	Staff Modal Shift Targets based on Workplace Zone Census 2011 Data.....	21
Table 5.1	Walking Strategy	23
Table 5.2	Cycling Strategy	24
Table 5.3	Road Safety Strategy	25
Table 5.4	Public Transport Strategy	26
Table 5.5	Car User Strategy.....	27
Table 5.6	Additional Travel Plan Measures	28
Table 6.1	Implementation Plan.....	29

Appendices

Appendix A	Site Masterplan
Appendix B	WRAT and Photographs
Appendix C	Bus Timetables



1 Introduction

- 1.1 Rappor has been commissioned to prepare a Travel Plan (TP) concerning a planning application for a new school for children with special educational needs and disabilities (SEND) on land owned by Gloucestershire County Council (GCC), located adjacent to Arle Road, Cheltenham.
- 1.2 The proposed school will be an 'all-through' school for up to 200 primary and secondary pupils, anticipated to open during the academic year 2027 / 28. Pupils will range between 4-16 years old (Reception and key stages 1-4) with classes potentially organised along 'needs' rather than strict age criteria, and facilities provided to predominantly cater for ambulant children, however some children will have mobility challenges.
- 1.3 This TP sets out initial principles and suggested management mechanisms for adoption by the school to reduce single occupancy car trips to/from the site and facilitate sustainable modes of travel.
- 1.4 This TP includes measures that have been proven to maximise returns in terms of car trip reductions. Furthermore, the infrastructure proposals, both on and off-site, have been developed to enhance accessibility and accord with local and national transport policy and guidance.
- 1.5 A Transport Assessment (TA) has been produced to support this application and will be submitted under a separate cover.

Requirements for a SEND School

- 1.6 There continues to be an increasing need for special school places in the county, with the highest number of places needed in Gloucester and Cheltenham. The shortage of places locally means some children currently travel to schools out of county or to independent schools to have their educational needs met. This new school would be centrally located within the county and within reasonable travelling distance of other parts of the county.
- 1.7 The need to increase the number of special school places is underpinned by Gloucestershire's SEND Strategy 2022-25 and the SEND Joint Commissioning Strategy 2025 – 2030.

Development Proposals

- 1.8 The proposal comprises an 'all-through' school for up to 200 primary and secondary pupils, opening in September 2027.
- 1.9 Pupils will range between 4-16 years old (Reception and key stages 1-4) with classes potentially organised along 'needs' rather than strict age criteria, and facilities provided to predominantly cater for ambulant children, however some children will have mobility challenges as a result of their overall delays / complex needs.
- 1.10 Where pupils live locally there are opportunities for children and young people to be supported to walk to school or utilise public transport. Training and support for the development of independent travel skills will be high on the agenda for this group of pupils.



- 1.11 Whilst the school is still at the early stages of planning, an estimate of teaching, administration and teaching assistants has been made by GCC Educational Authority to provide a total of approx. 70 staff members who are on site throughout the day, with around 35 additional staff present for part of the day. These additional staff shall include employees such as catering staff, lunchtime assistants, caretaker, cleaning staff etc.
- 1.12 Of the 70 staff members, it has been assumed there will be 25 teachers to include leadership and cover teachers, around 40 Teaching Assistants (TAs) and approximately 5 administration staff.
- 1.13 The split of full time and part time staff has yet to be determined, however, it is very unlikely that all member of staff will be in attendance at the school at the same time. SEND schools can also attract visiting professionals during the day (professionals working with children) that can be drawn from a wide geographical area.
- 1.14 Teaching staff are likely to arrive on site from 07:15 / 07:30 and a small proportion are likely to still be on site till 17:00, although due to being able to work remotely, after-school work by staff can now be undertaken off-site, and so the majority of teaching staff would finish before 17:00. TAs and admin staff will usually arrive on site between 08:00 and 08.30 and will leave site between 15:30 and 16:30.
- 1.15 The site masterplan, including staff parking and drop off / pick up areas is reproduced in **Appendix A**.

Site Location

- 1.16 The site is located to the west of Cheltenham Town Centre, in the neighbourhood area of Rowanfield. The parcel of land comprises an undeveloped area of grass and overgrown shrubs, which is accessed via an existing gated entrance located along Arle Road. This land is owned by GCC.
- 1.17 The site is located approximately 5km from the M5 motorway, with the nearest junction being J11. The site is also in proximity to the A40, which provides a link to Gloucester.
- 1.18 The site is bound to the north by Arle Road, to the east by a railway line, to the south by The Altus School (St George's Centre) Pupil Referral Unit / Cheltenham Sea Cadets buildings along Alstone Road, and to the west by residential properties. The location of the site is shown on **Figure 1.1** below.

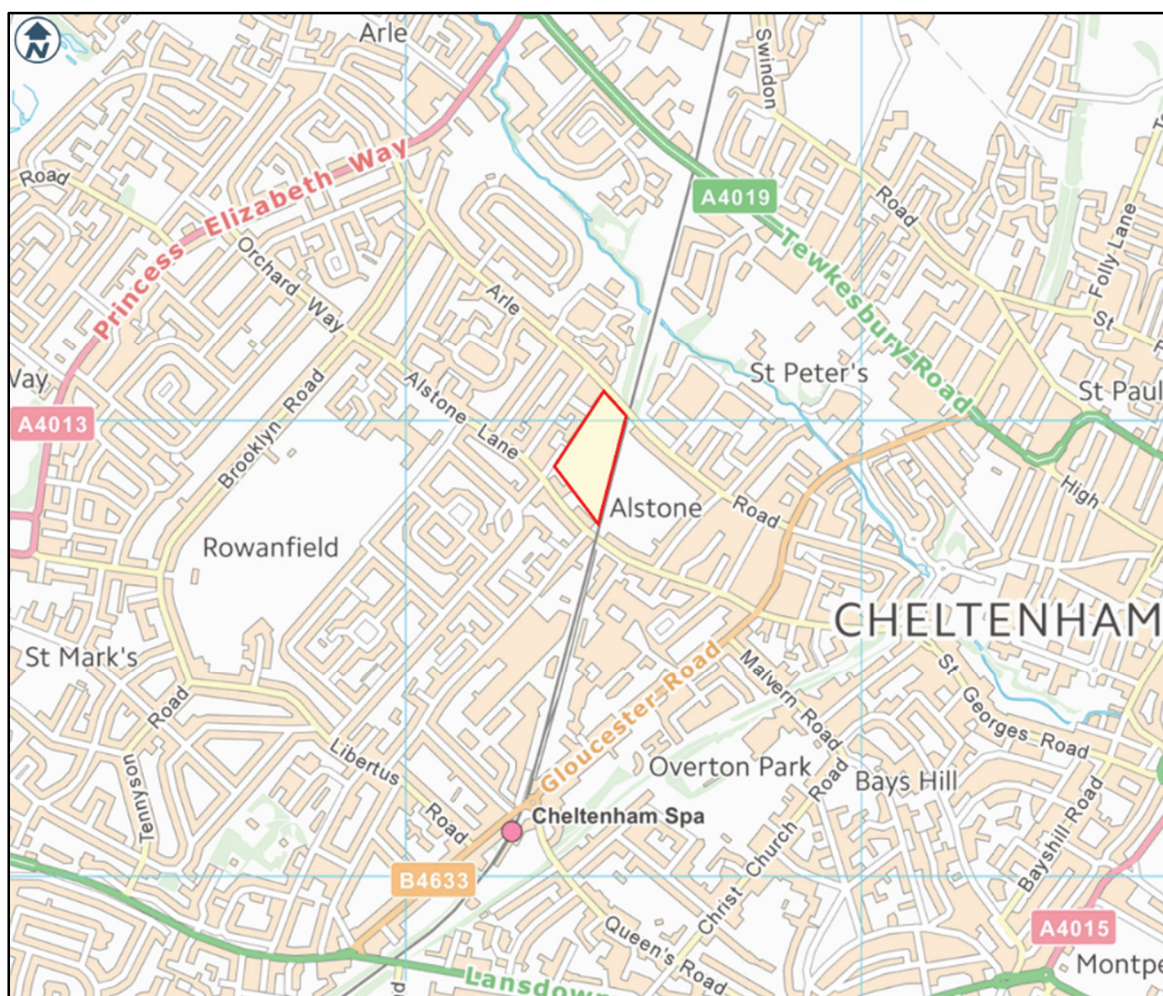


Figure 1.1 Site Location Plan

Aims and Scope of Travel Plan

- 1.19 This TP aims to maximise sustainable travel choices to the school and to reduce car use.
- 1.20 The development of the TP makes good public health sense, since the underlying objective is to reduce car travel. The reduction of car travel harbours many benefits for health, including reduced air pollution, road traffic accident prevention, and a potential increase in healthy activities such as walking and travel by bicycle.
- 1.21 Improvements and increased awareness of sustainable modes can play a significant role in improving access opportunities.
- 1.22 The aims of this TP are:
 - a) To maximise the number of pupils travelling to the school by sustainable modes;
 - b) To maximise the number of staff travelling to school by sustainable modes;
 - c) To promote the health benefits of walking, travel by scooter and cycling;
 - d) To minimise the conflict between pedestrians, cyclists and vehicles entering and leaving the site;
 - e) To provide appropriate cycle and pedestrian/scooter facilities to enable safer access to school and on site; and
 - f) Minimise the number of single occupancy car trips to the site.



1.23 The structure of the remainder of report is as follows:

- a) **Section 2:** details the TP context and management structure;
- b) **Section 3:** provides a site assessment in relation to the walking, cycling and public transport opportunities;
- c) **Section 4:** provides overarching objectives of this TP and identifies the travel survey methodology and details the modal shift targets to be achieved;
- d) **Section 5:** details the TP Action Plan which sets out the measures and initiatives that will influence the modal shift; and
- e) **Section 6:** identifies the monitoring and review schedule.

2 Travel Plan Context

- 2.1 A TP is a long-term management strategy built on a package of site-specific measures that seeks to deliver sustainable transport objectives with an emphasis on reducing reliance on single occupancy car journeys and facilitating travel by sustainable modes which is articulated in a document that is regularly reviewed.
- 2.2 To be successful, it is crucial that the TP is a dynamic process that grows and develops with time. This TP will need to be flexible to allow for changes to be made in line with the performance of the plan, changing circumstances of the site and environment in which it works, and to tailor it to the needs of future staff, visitors and pupils of the site.
- 2.3 This TP is a school specific strategy to reduce car use and promote sustainable travel as well as improve the safety and health of pupils and staff. The TP will be continually updated every year as the school population grows, based on consultations with the whole school community.

Benefits of a Travel Plan

- 2.4 TP's help to reduce the impact of travel on the environment, reduce costs for individuals and have a number of benefits such as:
 - a) Inform the design and operation of the development;
 - b) Improve the health of all users on-site through promoting walking and cycling measures;
 - c) Create improvements for public transport, pedestrians and cyclists;
 - d) Reduce reliance on the car through facilitating and promoting sustainable transport initiatives;
 - e) Reduce the cost of travelling to and from the site through promotion of car sharing or alternative travel modes;
 - f) Reduce congestion by minimising car use, thereby reducing local noise pollution and harmful vehicle emissions such as carbon dioxide; and
 - g) Save energy through the reduced use of fossil fuels.
- 2.5 The site is located in a residential area and particular care and attention must be taken to minimise the impacts of the school on residential neighbours and on the surrounding road network.

Relevant Travel Planning Policy

- 2.6 In developing this TP, care has been taken to ensure that full regard has been given to best UK practice methods and these have been applied. Key policy documents (national, and local) have been taken into account to help deliver the maximum possible uptake of sustainable transport modes.

National Policy

National Planning Policy Framework

2.7 National planning policies are set out in the revised National Planning Policy Framework (NPPF) published in December 2024, updated version February 2025, by the Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government (2018 to 2021) and Department for Levelling Up, Housing and Communities. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

2.8 Chapter 9 of the NPPF deals with '*Promoting sustainable transport*' and Paragraph 109 of the NPPF states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

2.9 Paragraph 115 states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, and other transport elements and content of associated standards reflects current national guidance, including the National Design Guide and National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*



2.10 Paragraph 116 states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”*.

2.11 Paragraph 117 states that:

“applications for development should:

- a) “Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by services and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.12 Within Annex 2: Glossary, sustainable transports modes are defined as *“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.”*

2.13 The Education and Inspections Act 2006, Academies Act 2010 and Education Act 2011 placed a duty on local authorities to act as commissioners of School places. GCC, like all Local authorities, is under a statutory duty to:

- a) Ensure there are sufficient School places in their area;
- b) Promote high educational standards;
- c) Ensure fair access and equal opportunity;
- d) Promote the fulfilment of every child's educational potential;
- e) Promote diversity in provision;
- f) Expand popular and successful Schools; and
- g) Increase opportunities for parents to access Schools of their choice.

2.14 It is the Council's policy to provide schools and school places in locations, which enable children to be educated in their local community, minimise travel distance and journey times and prioritise pedestrian and cycle journeys.

2.15 The Government's planning practice guidance to the NPPF provides guidance on the overarching principles on TP in relation to decision-taking. The guidance highlights that *‘Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.’*

Travel Plans, Transport Assessments and Statements (DLUHC)

- 2.16 The Government's guidance on TPs is set out in the Government's planning practice guidance to the NPPF which was launched as a web-based resource by the Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government on 6 March 2014. Guidance on TPs falls within the category 'Travel Plans, Transport Assessments and Statements' (Reference ID: 42 Revision date: 06 03 2014).
- 2.17 Paragraph 002 (Reference: ID: 42-002-20140306) states that *"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."*
- 2.18 Paragraph 006 (Reference: ID: 42-006-20140306) of the guidance considers that *"Travel Plans, Transport Assessments and Statements can positively contribute to:*
- a) *encouraging sustainable travel;*
 - b) *lessening traffic generation and its detrimental impacts;*
 - c) *reducing carbon emissions and climate impacts;*
 - d) *creating accessible, connected, inclusive communities;*
 - e) *improving health outcomes and quality of life;*
 - f) *improving road safety; and*
 - g) *reducing the need for new development to increase existing road capacity or provide new roads."*
- 2.19 The site has good existing walking, cycling and public transport links which will facilitate access and enhance local facilities. This is further explored in **Section 3**.

Department for Communities and Local Government (DCLG) Letter to The Chief Planning Officer (15th August 2011)

- 2.20 The DCLG letter to the Chief Planning Officer sets out the Government's commitment to support the development of state funded schools and their delivery through the planning system. The policy statement states that, *'the creation and development of state funded Schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations.'*
- 2.21 It further states that the following principles should apply with immediate effect:
- a) There should be a presumption in favour of the development of state-funded Schools;
 - b) Local Authorities should give full and thorough consideration to the importance of enabling the development of state funded schools in their planning decisions;
 - c) Local Authorities should make full use of their planning powers to support state-funded School applications;
 - d) Local Authorities should only impose conditions that clearly and demonstrably meet the tests as set out in Circular 11/95;
 - e) Local Authorities should ensure that the process for submitting and determining state-funded Schools' applications is as streamlined as possible; and

- f) A refusal of any application for a state-funded School or the imposition of conditions, will have to be clearly justified by the Local Planning Authority.

Local Policy

Gloucestershire's Local Transport Plan 2020 – 41 (March 2021)

- 2.22 GCC's current LTP covers the period 2020 - 2041. The LTP sets the long-term transport strategy for Gloucestershire up to 2041. It supports delivery of the Strategic Economic Plan and the emerging Local Plans, including the Cheltenham Borough Plan (CBP). The LTP sets out the issues and priorities for the County and identifies the approach to managing the increased transport demand which will go hand in hand with projected housing development and accelerated economic growth.
- 2.23 Looking towards 2041, Gloucestershire's vision for transport is for:
- "A resilient transport network that enables sustainable economic growth by providing choices for all, making Gloucestershire a better place to live, work and visit"*
- 2.24 The LTP outlines the transport strategy in two stages:
- a) until 2031, roughly in line with the time horizons for growth allocations in the adopted Local Plans; and
 - b) up to 2041, the vision for which it is envisioned will inform discussions with the local planning authorities on current Local Plan reviews, following which there will be another review of the LTP once Gloucestershire's areas of growth post 2031 are better understood.
- 2.25 The LTP includes six mode policy documents which together provide the context of local transport delivery within the County.
- 2.26 Travel behavioural change is at the heart of the aims and objectives set out in the Local Plan. Gloucestershire's Thinktravel initiative aims to inform, educate and inspire people to make journeys in a smarter, more sustainable way and therefore reduce single occupancy car journeys on the transport network. The Thinktravel initiative is supported by an online information portal providing information about sustainable travel options such as walking, cycling, using public transport and car sharing aimed at individuals, communities, schools and businesses.
- 2.27 GCC will continue to work with schools on their TPs whilst promoting and encouraging young people through our Thinktravel programme to take up active travel modes as an alternative to car travel, where safe to do so.

School Travel Plan Co-ordinator

- 2.28 For a TP to succeed, it must be treated as an ongoing programme, requiring regular input. Experience has shown that the most successful TPs have a dedicated School TP Co-ordinator (TPC), who is the main driving force for a particular site on a day-to day basis. The TPC is vital as they provide the focus for the TP to promote, implement and monitor it.



2.29 To ensure a fully integrated TP, the TPC therefore feeds into the TP Steering Group (TPSG). The role of the TPC is to co-ordinate the planning, surveying and promotion of the TP. In summary, the duties of the TPC are to:

- a) Promote and encourage the use of alternative modes of transport (active travel modes);
- b) Provide information and updates to staff;
- c) Provide information and updates of TP measures;
- d) Arrange annual staff travel surveys; and
- e) Liaise with GCC, the TPSG and parents / guardians.

2.30 Administration of the TP involves the maintenance of necessary systems, databases, paperwork, consultation and promotion. These duties would be permanent for the duration of the plan. Regular updating of the TP document will form part of the responsibilities of the TPC.

2.31 It will be the responsibility of the school to ensure that a TPC is appointed prior to the opening. The TPC will most likely be a senior member of the school staff and the TP will form part of their day-to-day responsibilities.

School Travel Plan Management

2.32 To ensure a long-lasting TP legacy, it is crucial that there is the right management structure in place to continually support and drive the TP forward. Therefore, a TPSG will be established so that TP implementation and monitoring continue to be well managed.

2.33 It is proposed that the TPSG will consist of the following:

- a) The Head Teacher;
- b) The TPC; and
- c) GCC Thinktravel representative.

2.34 The range of stakeholders ensures that input is wide ranging, providing a sense of ownership for the TP.

3 Site Accessibility and Opportunities for Sustainable Travel

- 3.1 To ensure that the proposed school can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is necessary to identify what local services and amenities are located nearby. Furthermore, it is also important to review what sustainable travel opportunities are present to enable future staff and visitors to choose sustainable alternatives.

Walking and Cycling

Walking

- 3.2 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.3 The IHT guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.
- 3.4 The site is located in a residential area of Cheltenham. Therefore, within 2km of the site is a large population from which potential staff could be drawn, allowing them the opportunity to travel to work on foot.

Cycling

- 3.5 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:
- 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people'.*
- 3.6 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five kilometres (20 minutes) and trips of 30-40 minutes are considered acceptable for commuting purposes. The increasing affordability and accessibility of electric bikes has increased the propensity to cycle, reduced journey times and has increased the ease with which cyclists can make further trips.
- 3.7 Given the nature and geometry of the immediate local highway network, it is likely suitable for cyclists to travel along the carriageway.
- 3.8 Within 8km of the site is the area of Cheltenham, providing a large population of potential staff for whom it would be feasible to commute by cycle.
- 3.9 The 'Propensity to Cycle' (PCT) tool (www.pct.bike) is based on Census 2011 data and demonstrates the percentage of commuting trips made by cycling for each census Middle Super Output Area (MSOA). The PCT tool indicates that 8% of commuters in Cheltenham 007, the MSOA within which the site is located, travel to work by cycling, above average with the Gloucestershire average of 4%.

Proximity to Local Services, Facilities and Amenities

- 3.10 The site is located within the northwestern extent of Cheltenham Town Centre. Cheltenham Town Centre and the numerous amenities located therein is located approximately 2km from the site, which is approximately a 25-minute walk or an 8-minute cycle.
- 3.11 A summary of key services and amenities within the vicinity of the site is provided below, which can each be accessed within 2km for commuting purposes or during a lunch break, for example:
- a) Cheltenham Trade Park Bus Stops;
 - b) Botanica Coffee Kitchen;
 - c) Rowanfield Café;
 - d) Rowanfield Convenience Store;
 - e) Waitrose Store;
 - f) Cheltenham Coach Station; and
 - g) Cheltenham Spa Railway Station.

Existing Infrastructure

Arle Road

- 3.12 Arle Road is a two-way residential road with footpaths along both sides of the carriageway and appropriate street lighting along its length. A photo of Arle Road is shown below in **Figure 3.1**. Arle Road is subject to a speed limit of 30mph and there are speed humps located intermittently along the road. Appropriate street lighting is present along its length. Cyclists are accommodated within the carriageway.



Figure 3.1 Photograph showing Arle Road

Alstone Lane

- 3.13 Alstone Lane is a two-way carriageway subject to a 30mph speed limit. There are footpaths located on both sides of the carriage way with appropriate street lighting. Alstone Lane crosses the railway line via a signalised level crossing . Appropriate street lighting is present along its length. Cyclists are accommodated within the carriageway.

Bryanstone Close

- 3.14 Bryanstone Close is a residential road of approximately 4.6m width, which provides access to 6no. residential houses and 16no. garages associated with residential properties in the local area. A photo of Bryanstone Close is shown below in **Figure 3.2**. It is a 'no through road' with a turning space located at its most northern point.
- 3.15 Bryanstone Close is subject to a 30mph speed limit and has a footway running along the western side only. Along the eastern side is a grass verge. Appropriate street lighting is present along its length. Cyclists are accommodated within the carriageway.



Figure 3.2 Photograph showing Bryanstone Close

Department for Transport Walking Route Audit Tool

- 3.16 To support the assertion that there is a good level of accessibility from the site, a DfT Walking Route Audit Tool (WRAT) has been undertaken for the extent of Arle Road between the Grevil Road / Princess Elizabeth Way junction to the northwest, to the Gloucester Road / St John's Crescent / Arle Road signalised junction to the southeast.
- 3.17 The primary function of the WRAT is to assess the current condition and suitability of a walking route. It uses a range of criteria to assess how well a route meets the core design outcomes, with scoring ranging between 2 (the highest) and 0 (the lowest).



3.18 The criteria are:

- a) Attractiveness;
- b) Comfort;
- c) Directness;
- d) Safety;
- e) Coherence.

3.19 A score of 70% is regarded as minimum level of provision, with scores less than this and factors that are scored 0 being used to identify where improvements would improve accessibility.

3.20 A map indicating the assessed routes is attached at **Appendix B**, with the detailed audit tool also attached at **Appendix B**. A summary of the performance scores of the route is summarised in **Table 3.1**. The document attached at **Appendix B** also illustrates photographs undertaken during the site visit.

Criterion	Performance Scores
Attractiveness	3 / 6
Comfort	10/12
Directness	10/10
Safety	6/6
Coherence	0/2
Percentage	81%

Table 3.1 Summary of DfT Walking Audit Tool

3.21 As **Table 3.1** suggests, there are areas for improvement along the route, with the route specifically requiring an improvement in 'coherence'. The route scored '0' in coherence due to either the absence of a pedestrian crossing or the provision of a dropped-kerb crossing with no tactile paving. Nevertheless, the overall route scored 81%, which suggests that the route does meet the 'minimal level of provision' as set out by the WRAT.

3.22 Notwithstanding this, the following actions are proposed to be provided as part of the development proposals to enhance the accessibility of Arle Road for both existing locals and future staff / pupils / visitors of the school:

a) Tactile paving will be provided at the following junctions:

- Arle Road / Alstone Avenue
- Arle Road / Alstone Croft
- Arle Road / Arle Gardens
- Arle Road / Arle Drive
- Arle Road / Merriville Road
- Arle Road / Brooklyn Gardens
- Arle Road / Central Way
- Arle Road / Arle Close
- Arle Road / Arle Avenue

- b) Provision of pedestrian crossing is to be investigated across Grevil Road to the SE of Pennsylvania Avenue to facilitate pedestrians to the footway along southern side of Arle Road to avoid the bifurcated junction. Currently, there is no dropped kerb present, and pedestrians are required to route off the desire line in order to access suitable crossing facilities.

3.23 The document attached at **Appendix B** illustrates photographs undertaken during the site visit of the aforementioned junctions.

3.24 In summary, the local highway network is suitable to serve the development proposals as the route meets the minimal provision, however, measures are proposed as part of the application to encourage walking where possible and can be secured by an appropriately worded planning condition.

Proposed Infrastructure

3.25 The development proposals include a vehicle access into the site from Arle Road, located to the north of the site, in the vicinity of the existing maintenance access, comprising a vehicle crossover - 6m wide carriageway with 0.5m service margins either side and separate 2.0m footway located to the northwest of the site onto Arle Road. The proposed access is shown on the site layout (**Appendix A**), with further details provided in the accompanying TA.

3.26 Detailed further below, a total of 75 standard car parking spaces and 5 disabled / accessible parking bays shall be provided in accordance with MfGS for a car park with 51 - 200 spaces.

3.27 MfGS sets out that initially 5% of the total parking spaces should be provided with Electric Vehicle Charging Points (EVCP) with a further 5% provided at an agreed upon trigger but no later than three years from the first opening. On this basis, a total provision of 8 EVCP spaces will be provided on site from the offset.

3.28 In addition to the above, mitigation measures have been derived from the WRAT.

3.29 The WRAT concludes that the existing provision for non-motorised users generally good along Arle Road, with proposed mitigation measures set out above.

Public Transport

Bus Services

3.30 The nearest bus stops are the 'Saxon Quarter' bus stops located 120m to the northwest of the site along Arle Road. The westbound stop benefits from a flag and pole with printed timetable information and on-carriageway CAGE markings. The eastbound stop benefits from a shelter with seating, flag, and printed timetable information. These stops serve the A bus route between Cheltenham and Arle Court Park & Ride 7 days a week. On weekdays, services run between 05:50 – 01:10, every 10-20 minutes. The detailed timetable information is attached at **Appendix C**.

3.31 The 'Saxon Quarter' bus stops are shown within **Figure 3.3**.



Figure 3.3 Saxon Quarter Bus Stops – Arle Road

3.32 In addition to the above, the ‘Cheltenham Trade Park’ bus stops are located 140m to the southeast of the site along Arle Road. The eastbound stop benefits from a shelter with seating, flag, printed timetable information, and on-carriageway CAGE markings. The westbound stop benefits from a flag and pole with printed timetable information and on-carriageway CAGE markings. These stops also serve the A bus route between Cheltenham and Arle Court Park & Ride 7 days a week. On weekdays, services run between 05:50 – 01:10, every 10 minutes. The detailed timetable information is attached at **Appendix C**.

3.33 The ‘Cheltenham Trade Park’ bus stops are shown within **Figure 3.4**.



Figure 3.4 Cheltenham Trade Park Bus Stops – Arle Road



Rail Services

- 3.34 Cheltenham Spa railway station is located approximately 1.5km to the south of the site, and can be accessed via a 20-minute walk or via an 8-minute cycle. The station provides direct services to Gloucester, Cardiff, , Bristol, Worcester, and London, among other destinations on-route.

Internal Drop off / Pick Arrangements

- 3.35 The internal drop and pick arrangements at the proposed school are key to the safe operation of arrival and departures of pupils to /from the area. Given the specialised needs of the school children attending the site, there will be close supervision at all times at the start and end of the school day, and transport drop off and pick ups will be carefully managed by the school.
- 3.36 Given the estimated number of vehicle trips (predominantly contracted taxi's, mini buses and a small proportion of parents) it is proposed to ensure that all vehicles arrive on site no earlier than 15 minutes before school start and end time and are held within the school grounds until such a time that an indication is given (i.e. a school bell or alarm) and then all children are permitted to exit or enter the vehicles and are either escorted to /from the school, or in the case of some of the older pupils, may be given the opportunity to walk to and from their vehicle to /from the school door unaided to promote independence. This method has been observed in practice at Belmont School in Cheltenham and is shown to operate in a safe and very efficient manner, such that no vehicles are queueing back out of the school onto the surrounding roads at any time. This replicates the proposal that has been recently approved for a new 200-pupil SEND school located to the southeast of The Wheatridge East, Gloucester (Planning Reference: 24/0033/GLR3MJ).GLR3MJ).
- 3.37 The internal drop off and pick up loop road shall be designed to provide sufficient storage area for up to 80 vehicles (based on 6 metre average queueing length), which is based on the predicted number of vehicles entering the site at the start and end of the school day for pupil drop off / pick up. The internal loop road shall therefore comprise a minimum of 6m width sufficient to store two cars alongside each other.
- 3.38 The proposed car park to the north comprising of 75 standard and 5 disabled parking spaces are provided to solely be used by teaching and administrative staff. All vehicle movements associated with this area shall not take place at the same time as pupil drop off / pick up times. outside of pick up and drop off times any drop off bays can then also be used for visitor parking, therefore increasing the overall amount of onsite parking as required.
- 3.39 Swept path analysis of cars, refuse vehicles, max length rigid delivery trucks, and emergency vehicles have been undertaken as part of the TA to demonstrate that all vehicles can access and egress each access and utilise on-site parking and loading arrangements.

Staff Parking Provision

- 3.40 Given the specialised nature of the work catered for in special schools, it is found that teaching staff and TAs in SEND schools can be drawn from a wide geographical area, and they are therefore likely to drive in, unlike TAs in mainstream schools, which are often situated in the local area.



- 3.41 The vehicle parking has therefore been based on the forecast worst case staff vehicle trips associated with all full-time staff. It is therefore forecast that a total of up to 75 staff shall travel to the site by car. On this basis, a total of 75 standard car parking spaces and 5 disabled / accessible parking bays shall be provided in accordance with MfGS for a car park with 51 - 200 spaces.
- 3.42 The car parking provision is suitable to account for the forecast trips associated with the staff likely to be on site at any one time.
- 3.43 MfGS sets out that initially 5% of the total parking spaces should be provided with Electric Vehicle Charging Points (EVCP) with a further 5% provided at an agreed upon trigger but no later than three years from the first opening. On this basis, a total provision of 8 EVCP spaces will be provided on site from the offset accounting for 10% of the total spaces.
- 3.44 A total of 8 motorcycle spaces shall also be provided for staff use based on the ratio of 1 motorcycle space per 10 car parking spaces as set out in MfGS, and 3 spaces shall also be provided for minibus parking.
- 3.45 Cycle parking spaces for staff, visitors and potentially pupils shall be provided in accordance with MfGS guidance as stated in the Manual for Gloucestershire Streets Addendum dated October 2021 that refers to LTN 1/20 Guidance. Lockers for staff shall also be incorporated into the masterplan proposals. Based on the Guidance within LTN 1/20 it is anticipated that a minimum of 4 cycle spaces would be required at a ratio of 1 space per 20 staff. LTN 1/20 also advises 1 cycle parking space per 10 pupils but due to the complex needs of the students an additional 4 cycle parking spaces are proposed should any students be supported for cycling to school. There is suitable space within the site so that the cycle parking area could be expanded from the proposed 8 cycle parking spaces if required and more pupils are supported to cycle.

Summary

- 3.46 In summary, the site has proximity to services and amenities, and can be accessed by several bus services and benefits from access to a railway station within 2km. There is a good level of alternative options to private car use for future staff and visitors to the site.

4 Travel Plan Objectives and Targets

Objectives

- 4.1 It is important that the TP has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of TP objectives, which are realistic and site specific.
- 4.2 It is essential that there is an agreed set of objectives that can be adopted and thereby influence all actions arising from the TP. The following objectives are informed by best practice guidance, but also reflect local circumstances and stakeholder requirements.
- 4.3 The six main objectives of this TP are set out below:
- a) To widen the travel options available to staff and visitors. It is vitally important that the users of the School are made fully aware of the sustainable transport choices available to them so that sustainable travel habits are established from the outset;
 - b) To encourage less reliance on the car, wherever practicable, particularly for drive alone journeys for staff and for parents / guardians bringing their children to School by car. The measures contained in **Section 5** not only encourage and facilitate walking and cycle use but also better use of the car through initiatives such as car sharing;
 - c) To improve the health of all users of the site. Current NHS advice for living a healthier lifestyle is to engage in moderate exercise (that raises your breathing and heart rate) for 30 minutes every day;
 - d) To reduce the potential volume of traffic in and around the site. By implementing a robust TP, it is anticipated that a proportion of the existing and proposed School traffic will be mitigated by the site-specific measures on offer, which will reduce the number of vehicular trips per day to the site;
 - e) Reduce the harmful effects of pollutants as a result of car travel; and
 - f) To carefully monitor and manage the TP. It is imperative to the success of the TP that there are the right mechanisms in place to monitor and manage it so that it is effective year on year. **Section 6** sets out a monitoring and review strategy.
- 4.4 These objectives will be implemented through a package of measures that are discussed in **Section 5** of this report.

Targets

- 4.5 Targets enable progress to be measured against aims and objectives and will be challenging to ensure continual improvement in managing development travel demand.
- 4.6 The TP will need to be monitored to ensure it is still relevant, up-to-date and influencing sustainable travel use on the site, which is discussed in **Section 6**.



- 4.7 Sustainable transport measures implemented as part of the TP must be viable in order for it to succeed. Surveys of travel behaviour are vital in understanding the travel patterns of users to the site and those that will occupy it in the future. By gaining an understanding of actual and perceived barriers to sustainable transport choices, it will enable an assessment for the scope to influence modal shift.
- 4.8 Modal shift targets provide a focus for what the TP is trying to achieve and to enable the measurement of success in reducing car use to and from the site and increasing the levels of sustainable travel. **Section 5** proposes a range of measures and initiatives to reduce reliance on the car as well as considering more sustainable modes of transport when travelling to and from the site.
- a) **Specific** (identify what is to be achieved);
 - b) **Measurable** (over the target period);
 - c) **Achievable** (linked to overall objectives and aims);
 - d) **Realistic** (must be achievable over time allocated); and
 - e) **Time-bound** (a defined action plan including dates for achievement).
- 4.9 The main target of the TP is to maximise the number of trips to the site by sustainable modes with the majority of staff trips being undertaken by active travel modes i.e. walking, or bicycle. This will be developed further and refined once the baseline survey has been undertaken. The targets will be monitored with repeat surveys, on-site observations and ongoing consultation with staff and visitors.
- 4.10 The targets will be set, initially, up to full occupation, then a baseline travel survey will be undertaken, which is anticipated to be in the September of 2027, which will be the first year of operation, to inform the year-on-year targets which the school will seek to achieve. The results of the baseline survey will replace the Census Data information in **Table 4.1**, and the targets will be updated accordingly.
- 4.11 A 10% modal shift target to reduce single occupancy car travel has been calculated and is to be applied to the base staff modal split data.
- 4.12 To identify the base travel modal splits for staff, the existing Census 2011 Workplace Zone Travel Data for the Cheltenham 007 (E02004606) Super Output Area, where the site is situated within, is to be used.
- 4.13 **Table 4.1** below therefore sets out the modal shift targets, based on a 10% reduction in single car occupancy trips for staff as set out in **Table 4.1**, five years from first occupation. Sustainable travel modes have been increased on a pro-rata basis.



Mode	Census 2011 Data (%)	Year 1 Target (Sept 2028)(%)	Year 2 Target (Sept 2029) (%)	Year 3 Target (Sept 2030) (%)	Year 4 Target (Sept 2031) (%)	Year 5 Target (Sept 2032) (%)
Driving a car or van	67.0	65.6	64.3	63.0	61.6	60.3
Passenger in a car or van	5.0	5.2	5.4	5.5	5.7	5.9
Train	1.1	1.1	1.2	1.2	1.3	1.3
Bus, minibus or coach	4.4	4.5	4.7	4.9	5.0	5.2
On foot	14.3	14.9	15.4	16.0	16.5	17.1
Bicycle	6.5	6.8	7.0	7.3	7.5	7.8
Taxi	0.2	0.2	0.2	0.2	0.2	0.2
Underground, metro, light rail or tram	0.1	0.0	0.0	0.0	0.0	0.1
Motorcycle, scooter or moped	0.9	0.9	0.9	0.9	0.9	0.9
Other method of travel to work	0.6	0.8	0.9	1.1	1.2	1.2
Total	100.0%	100.0%	100.0%	100.0%	100.1%	100.0%

Table 4.1 Staff Modal Shift Targets based on Workplace Zone Census 2011 Data

- 4.14 The above provides an interim target but travel surveys are to be undertaken, once occupied, annually, by the TPC to identify the changes in travel habits by staff of the proposed school. Results of these surveys are to then be shared with the GCC Travel Plan Officer, with further travel plan related aims / incentives considered based on the results of the surveys year on year.

5 Action Plan

Introduction

- 5.1 Key to the success of the TP is the identification of viable transport alternatives and these can be identified through the Action Plan. This is the package of site-specific measures that will encourage a shift away from single occupancy car use and increase accessibility to and from the site.
- 5.2 This section outlines measures that will be implemented as part of this TP. These measures will include making best use of the current facilities, as well as creating further incentive for future residents and visitors to use sustainable modes of travel. The implementation of the TP and the measures contained within it will be flexible.

Action Plan

- 5.3 A comprehensive set of initiatives and measures is set out on the following pages aiming predominantly at Staff and visitors, given the specialist nature of the proposed school. The recommended measures have been drawn from best practice, TP guidance and case studies throughout the UK.
- 5.4 The Action Plan has been broken down into six main strategy sections relating to the scope of the TP, which comprise the following:
 - a) Walking strategy;
 - b) Cycling Strategy;
 - c) Road Safety Strategy;
 - d) Public transport strategy;
 - e) Car user strategy; and
 - f) Additional TP support measures.
- 5.5 Measures contained within the Action Plan also indicate where the responsibility lies in relation to each measure, timeframe and source of cost.

**Table 5.1** Walking Strategy

	Action	Type of Measure	Responsibility	Timescale
W1	Pedestrian Infrastructure Improvements There are measures surrounding the school, which are proposed as part of this development to ensure improve accessibility for pedestrians.	Infrastructure	Contractor	Prior to occupation
W2	Promotion of Walking Events Participate in National and Local 'Walk to School' initiatives to encourage walking to the school.	Promotional	TPC	Short term
W3	Promotional Material Liaise with GCC to obtain promotional materials for walking.	Promotional	TPC	Short term
W4	Independent Travel Training Liaise with GCC for pupils that are eligible to undertake independent travel training on a one-to-one basis with an experienced, qualified travel trainer to encourage independence and promote walking.	Educational	School	Long term
W5	Safer Routes Pedestrian Map Produce a map showing safer routes to school to encourage users to walk (or cycle) to the site, incorporating the off-site highway improvements.	Promotional	TPC	Prior to occupation

**Table 5.2** Cycling Strategy

	Action	Type of Measure	Responsibility	Timescale
C1	Cycle Infrastructure Safe and secure covered cycle parking spaces will be provided on site to accommodate demand. Notwithstanding this demand will be reviewed as part of the TP.	Infrastructure	Contractor	Pre-occupation
C2	Cycle Training Investigate internal and / or external opportunities cycle training to be provided for staff and eligible pupils	Educational	TPC	Short term
C3	Promotional Material Liaise with GCC and Thinktravel team to obtain promotional materials for cycling.	Promotional	TPC	Short term
C4	Cycle Initiatives Participate in National and Local 'Cycle to School' initiatives, cycle to work/School days, dependant upon the individual needs of pupils.	Promotional	TPC	Short term
C5	Cycle to Work Provide staff with information on the local and national 'Bike to Work' schemes in order to obtain new bicycles.	Promotional	TPC	Medium term
C6	Safer Routes Cycle Map Produce a map showing safer routes to School to encourage staff to cycle (or walk) to School.	Promotional	TPC	Prior to occupation

**Table 5.3** Road Safety Strategy

	Action	Type of Measure	Responsibility	Timescale
RS1	Road Safety Awareness/Independent Travel Training Liaise with GCC for practical training in the community for how to travel safely to include walking and crossing roads	Educational	TPC	Short term
RS2	Parking Control Work with local authority enforcement officers to help reduce illegal and inconsiderate parking around School on a continuous basis to maintain road safety and good relations with local residents.	Parking	TPC	Short term
RS3	Review of Highway Conditions for Cycle and Pedestrian Movement Review of highway mitigation measures and solutions on the local highway network as the School grows and the Travel Plan develops. This will be reviewed in alignment with the travel planning framework.	Infrastructure	TPC/GCC/ Thinktravel	Medium term
RS4	Communication to Parents / Guardians / Taxi Drivers / Staff regarding Parking Arrangements in accordance with the Pick-up / Drop-off Proposals.	Educational	TPC & School	Short term

**Table 5.4** Public Transport Strategy

	Action	Type of Measure	Responsibility	Timescale
PT1	Promotion of Bus It is envisaged that the percentage of pupils and staff traveling by bus to the School will be low given the individual needs of pupils and the local proximity to its target catchment area. To increase awareness of the bus stop locations and bus service, particularly amongst staff, promotional materials for public transport, including maps and timetables will be issued in all starter packs for staff.	Promotional	TPC	Prior to opening
PT2	Independent Travel Training Liaise with GCC for pupils that are eligible to undertake independent travel training on a one to one basis with an experienced, qualified travel trainer to encourage independence and promote travel by public transport.	Educational	TPC	Long Term

**Table 5.5** Car User Strategy

	Action	Type of Measure	Responsibility	Timescale
CU1	Promote Car Sharing Promote car sharing amongst staff to reduce single occupancy car trips to the School.	Educational	TPC	Short/ medium term
CU2	Guaranteed Emergency Lift Home In the event of a failure of a lift home for a car sharing member of staff, a guaranteed lift will be provided.	Management	TPC	Short term
CU3	Electric Vehicle Charging Infrastructure Infrastructure will be installed to enable electric vehicle charging points to be provided on site. In total 8 charging points will be provided on site for staff and visitors.	Parking	Contractor	Short term
CU4	Taxi Drop off and Pick Up Taxi companies will be sent instruction on the arrangements for drop off and pick up in the grounds of the school, which they will need to adhere to.	Management	School	Long Term

**Table 5.6** Additional Travel Plan Measures

	Action	Type of Measure	Responsibility	Timescale
TP1	Staff Travel Plan Briefing Provide staff with a Travel Plan Briefing.	Educational	TPC	Prior to occupation
TP2	Sustainable Travel Packs Issue sustainable School travel packs to staff to make them aware of sustainable travel options. This pack will be made available to download online via the School website.	Educational	TPC	Prior to occupation
TP3	Visitors Information Provide visitors with information on sustainable travel to the School. This information is also to be available on the School website.	Educational	TPC	Short term
TP4	Travel Plan Performance Updates Issue Travel Plan Performance Updates through School newsletters to staff and through the School website.	Educational	TPC	Short term
TP5	Travel Plan Notice Boards Located at key points around the School with information relating to sustainable travel to the School.	Educational	TPC	Short term
TP6	Service Vehicle Management Plan Inform suppliers of the School's requirements for deliveries/servicing i.e. times, access location etc.	Service vehicles	TPC	Short term

6 Monitoring and Review

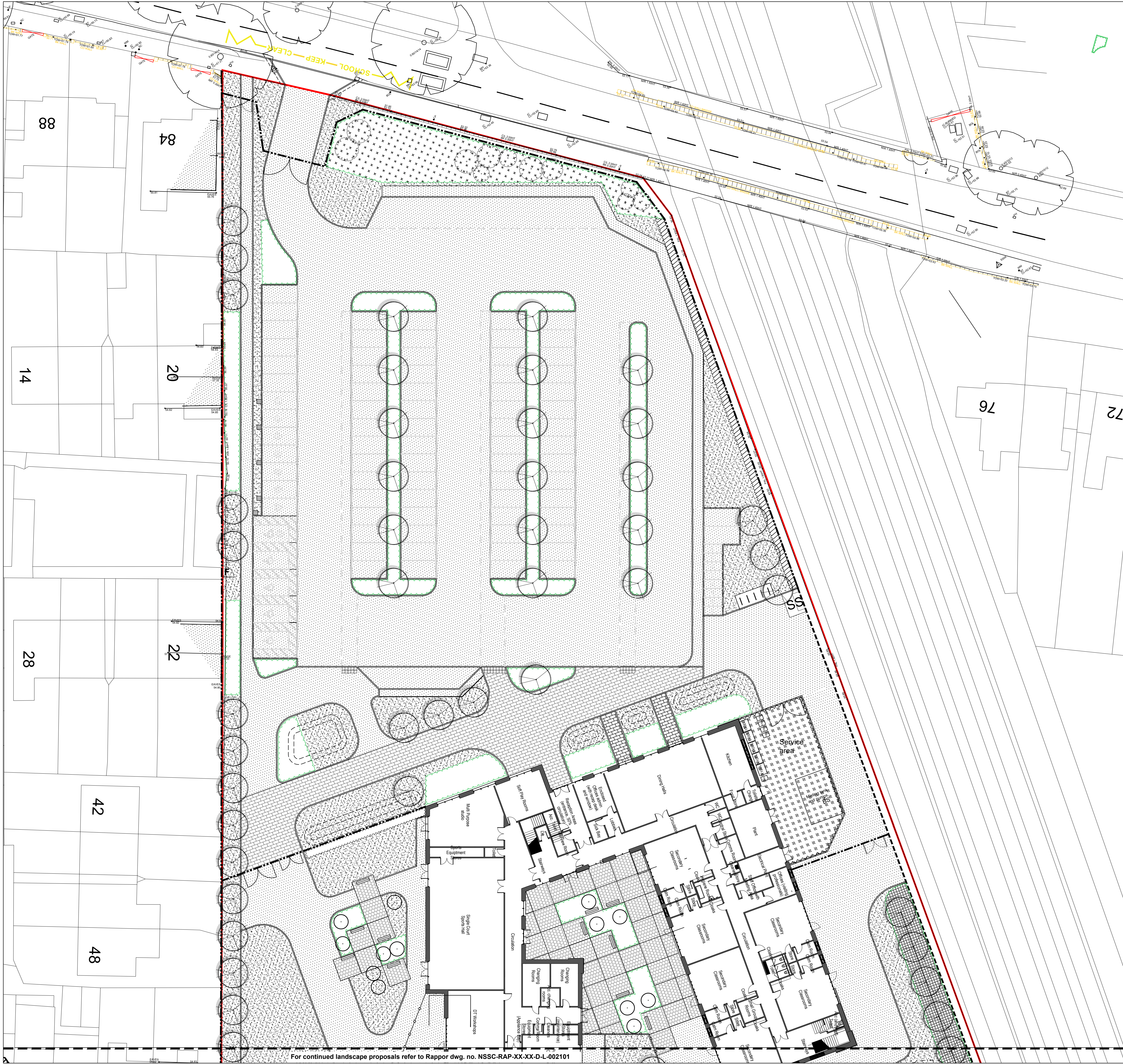
- 6.1 The monitoring of the TP is important in order to understand if the proposed objectives and modal split targets have been met. This will assist in ensuring that the TP it is successful.
- 6.2 Each year the TP will be reviewed to assess how well it is performing, at this stage, the School should liaise with GCC and Thinktravel to determine if any adjustments need to be made to the TP.
- 6.3 In 2027, which is anticipated to be full occupation, the TP should be reviewed as a whole. The School will continue the TP after this time due to the wide-ranging benefits it is expected to deliver.
- 6.4 **Table 6.1** sets out an implementation plan for the TP, at this stage.

Task	Details	Proposed Timescale for Implementation
Appointment of TPC	Responsible for promoting and marketing the TP and implementing measures	Three months prior to occupation
Travel Plan Action Plan	Implement range measures as set out in the Travel Plan Action Plan at Section 5 and agreed as part of the full Travel Plan	As per the timescales set out in the Travel Plan Action Plan at Section 5
Surveys and Monitoring	Travel surveys will be undertaken to determine the travel patterns of staff at the site, which will influence any amendments or refinements to be made to the TP	6 months after first occupation and annually thereafter for 5 years. Monitoring reports to be provided to GCC/Thinktravel within 3 months of receiving the data.

Table 6.1 Implementation Plan



Appendix A – Site Masterplan



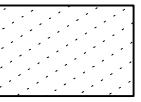
For continued landscape proposals refer to Rappor dwg. no. NSSC-RAP-XX-XX-D-L-002101

KEY

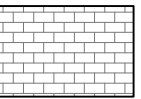


Site Boundary

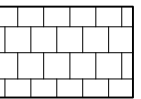
PROPOSED | HARDSCAPE



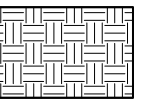
Permeable asphalt
TO ENGINEER'S SPEC



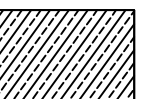
Paving Type 1
Size:300x200x80mm
Colour: Silver grey



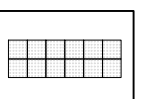
Paving Type 2
Size:400x400x65mm
Colour: Natural



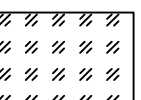
Proposed Bark area



Proposed Self binding
Gravel Path



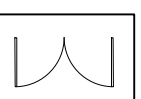
Tactile Paving



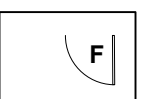
Brushed Concrete to service yard



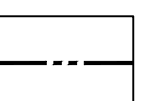
Soft Play Areas
Rubber Safety Surface



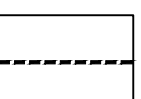
Gates



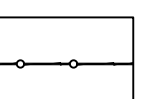
Fire Hydrant access gate



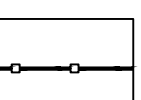
Secure Boundary Fence
2.4m high with matching vehicle and pedestrian
gates



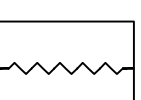
Acoustic Boundary Fence
2.4m high timber closeboard acoustic fence



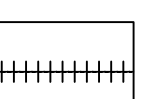
Weld mesh fence
1.2m high with matching pedestrian gates



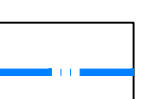
Weld mesh fence
1.8m high with matching gates



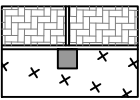
Service Yard Fence
2m high timber hit and miss



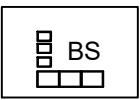
Rebound Fence
3.00m high with matching gates



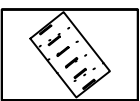
Habitat fence
Timber post and rail fence with matching gates



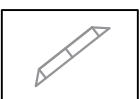
Electric Vehicle Charging Stations



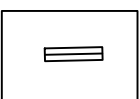
Bins within service yard



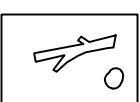
Cycle Shelter with Cycle Stands



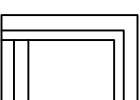
Lay By Parking



1800mm bench



Logs and rocks to habitat area



External teaching canopy adjacent to Reception
classroom

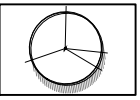


Tensile shade canopy to primary classrooms

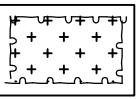


Landform within grass

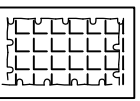
PROPOSED | SOFTSCAPE



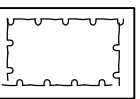
Proposed Trees



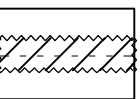
Proposed Native Scrub Planting



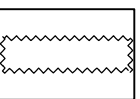
Proposed Native Scrub Planting
with thornless species



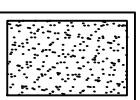
Proposed Ornamental Planting



Proposed Native Hedge Planting



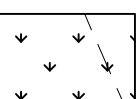
Proposed Ornamental Hedge Planting



Amenity Grass Areas



Wildflower Areas



Mown Path through wildflower areas

P07	23.10.25	Entry Junction revised	TG	RM	-
P06	22.10.25	Fire gate added from Arle Gardens	TG	RM	-
P05	21.10.25	Building plan updated	TG	RM	-
P04	15.10.25	Update following discussion with trust	TG	RM	-
P03	30.9.25	Update following building revision	TG	RM	-
P02	29.9.25	Work in progress issue	JN	TG	-
P01	23.9.25	Work in progress issue following CEM11	JN	TG	-
		Issued for presentation CEM10			
Rev	Date	Details	By	Chkd	Appd

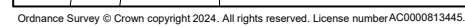
rappor



CLIENT:	Gloucester City Council	
PROJECT:	New Special School Cheltenham	
TITLE:	General Arrangement Sheet 1 of 2	
STATUS:	For Information	SCALE @ A1: 1:250
DRAWING NO:	NSSC-RAP-XX-XX-D-L-002101	REVISION: P07

Notes:

- All dimensions are in mm, unless stated otherwise.
- This drawing is based on the Architect's layout NSSC-RL-01-00-D-A-102101_Proposed Ground Floor Plan
- Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
- Work to be undertaken in accordance with the GCC Specification.



1. All dimensions are in mm, unless stated otherwise.
2. This drawing is based on the Architect's layout
NSSC-RL-01-00-D-A-102101_Proposed Ground Floor Plan
3. Drawing to be read in conjunction with all other drawings.
Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
4. Work to be undertaken in accordance with the GCC Specification.






Appendix B – Walking Route Audit Tool



ROUTE MAP




Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool





Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions	RAPPOR - Photos
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Overgrown vegetation observed along southern side of the railway bridge. Leaf fall also observed along northern side of carriageway, at NW extent.	LHA to maintain footway.	 
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Markings present on railway bridge, but the route is very well overlooked along its extent.		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	The route is well used by pedestrians, cyclists, and vehicles. It also serves as a bus route.		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards				No Comment		
ATTRACTIVENESS				3			

5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	LHA to maintain footway.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Footway is of at least 2m width along extent on either side of carriageway.		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	There are no slopes on footway.		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	Bus shelters present		
COMFORT				10			
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways abut either side of the carriageway along the full extent		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Dropped kerb crossing, tactile paved crossing, and signalised crossings are present along the desire line		

13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	At time of visit, no delay in crossing the road		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	Signalised crossings are single phased		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Sufficient green man time		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.						
DIRECTNESS				10			
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	Grass verge present between carriageway and footway along majority of extent		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Grass verge present between carriageway and footway along majority of extent		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibility for all users.		
SAFETY				6			
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	Dropped kerbs are present throughout but many do no benefit from tactile paving. No crossing facility present at the Grevil Road / Arle Road bifurcated junction.	Tactile paving is proposed to be provided at the following junctions:	Tactile paving is proposed to be provided at the following junctions:
						Arle Road / Alstone Avenue	
						Arle Road / Alstone Croft	

						<div>Arle Road / Arle Gardens</div> <div></div>
						<div>Arle Road / Arle Drive</div> <div></div>
						<div>Arle Road / Merriville Road</div> <div></div>
						<div>Arle Road / Brooklyn Gardens</div> <div></div>

						Arle Road / Central Way	
						Arle Road / Arle Close	
						Arle Road / Arle Avenue	
						Provision of pedestrian crossing to be investigated across Grevil Road to the SE of Pennsylvania Avenue to facilitate pedestrians to footway along southern side of Arle Road to avoid the bifurcated junction.	
COHERENCE				0			

Total Score	29			
-------------	----	--	--	--

ROUTE SUMMARY

Route Name	Route A
Length	1.2km
Name of Assessor(s)	Rowena Cameron
Date of Assessment	08.10.25

Criterion	Performance Scores
Attractiveness	3
Comfort	10
Directness	10
Safety	6
Coherence	0
Total	29
Highest Possible Score	36
Percentage	81%

Comments	Site visit was undertaken during 07:30 - 08:30
Actions	<p>Tactile paving is proposed to be provided at the following junctions:</p> <p>Arle Road / Airstone Avenue</p> <p>Arle Road / Airstone Croft</p> <p>Arle Road / Arle Gardens</p> <p>Arle Road / Arle Drive</p> <p>Arle Road / Merriville Road</p> <p>Arle Road / Brooklyn Gardens</p> <p>Arle Road / Central Way</p> <p>Arle Road / Arle Close</p> <p>Arle Road / Arle Avenue</p> <p>Provision of pedestrian crossing to be investigated across Grevil</p> <p></p> <p></p> <p></p> <p></p>



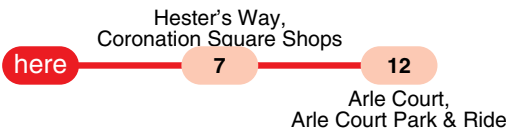
Appendix C – Bus Information

Bus departures from this stop
Alstone
opp Cheltenham Trade Park

A

Arle Court P&R - Cheltenham

Stagecoach West



The numbers circled indicate approximate timings in minutes from Alstone, Cheltenham Trade Park

Mondays to Fridays						Bus times commencing 1st October 2025											
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0552	A		0849	A		1037	A		1225	A		1413	A		1611	A	
0648	A		0901	A		1049	A		1237	A		1425	A		1627	A	
0717	A		0913	A		1101	A		1249	A		1437	A		1639	A	
0732	A		0925	A		1113	A		1301	A		1449	A		1651	A	
0746	A		0937	A		1125	A		1313	A		1501	A		1706	A	
0801	A		0949	A		1137	A		1325	A		1515	A		1721	A	
0813	A		1001	A		1149	A		1337	A		1529	A		1735	A	
0825	A		1013	A		1201	A		1349	A		1544	A		1748	A	
0837	A		1025	A		1213	A		1401	A		1558	A		1803	A	
															1814	A	
															1827	A	
															1839	A	
															1858	A	
															1915	A	
															1932	A	
															1949	A	
															2006	A	F
															2040	A	F
															2108	A	

Saturdays				Bus times commencing 4th October 2025													
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0713	A		1013	A		1149	A		1325	A		1501	A		1637	A	
0737	A		1025	A		1201	A		1337	A		1513	A		1649	A	
0813	A		1037	A		1213	A		1349	A		1525	A		1701	A	
0843	A		1049	A		1225	A		1401	A		1537	A		1713	A	
0904	A		1101	A		1237	A		1413	A		1549	A		1728	A	
0926	A		1113	A		1249	A		1425	A		1601	A		1743	A	
0946	A		1125	A		1301	A		1437	A		1613	A		1758	A	
1001	A		1137	A		1313	A		1449	A		1625	A		1818	A	
															1838	A	
															1857	A	
															1915	A	
															1935	A	
															1949	A	
															2006	A	
															2040	A	
															2108	A	

Sundays				Bus times commencing 5th October 2025				
Time	Service	Note	Time	Service	Note	Time	Service	Note
0837	A		1032	A		1152	A	
0907	A		1052	A		1212	A	
0937	A		1112	A		1232	A	
1007	A		1132	A		1252	A	
						1312	A	
						1332	A	
						1352	A	
						1412	A	
						1432	A	
						1452	A	
						1512	A	
						1532	A	
						1552	A	
						1612	A	
						1632	A	
						1652	A	
						1712	A	
						1742	A	
						1815	A	
						1847	A	
						1922	A	
						2022	A	
						2122	A	
						2252	A	

Notes: F-Fridays
Times shown in italics are approximate times

BY SMS

Bus times by text message

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Code for this stop: glodptdp

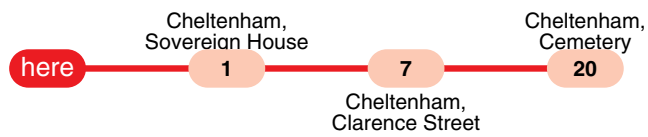
NextBuses

Bus times by mobile browser

Bus departures from this stop
Alstone
o/s Cheltenham Trade Park

A Cheltenham - Arle Court P&R

Stagecoach West



The numbers circled indicate approximate timings in minutes from Alstone, Cheltenham Trade Park

Mondays to Fridays

Bus times commencing 1st October 2025

Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note	
0555	A	0823	A	1015	A	1203	A	1351	A	1543	A	1800	A	2155	A
0624	A	0838	A	1027	A	1215	A	1403	A	1558	A	1820	A	2225	A
0649	A	0850	A	1039	A	1227	A	1415	A	1613	A	1840	A	2255	A
0712	A	0903	A	1051	A	1239	A	1427	A	1628	A	1900	A	2325	A
0722	A	0915	A	1103	A	1251	A	1439	A	1643	A	1917	A	2355	A
0733	A	0927	A	1115	A	1303	A	1451	A	1658	A	1952	A	0025	A
0745	A	0939	A	1127	A	1315	A	1503	A	1713	A	2022	A		
0757	A	0951	A	1139	A	1327	A	1519	A	1728	A	2055	A		
0809	A	1003	A	1151	A	1339	A	1531	A	1741	A	2125	A		

Saturdays

Bus times commencing 4th October 2025

Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note			
0620	A	0927	A	1103	A	1239	A	1415	A	1551	A	1800	A	2125	A
0720	A	0939	A	1115	A	1251	A	1427	A	1603	A	1820	A	2155	A
0750	A	0951	A	1127	A	1303	A	1439	A	1615	A	1840	A	2225	A
0810	A	1003	A	1139	A	1315	A	1451	A	1630	A	1900	A	2255	A
0830	A	1015	A	1151	A	1327	A	1503	A	1645	A	1917	A	2325	A
0849	A	1027	A	1203	A	1339	A	1515	A	1700	A	1952	A	2355	A
0903	A	1039	A	1215	A	1351	A	1527	A	1720	A	2022	A	0025	A
0915	A	1051	A	1227	A	1403	A	1539	A	1740	A	2055	A		

Sundays

Bus times commencing 5th October 2025

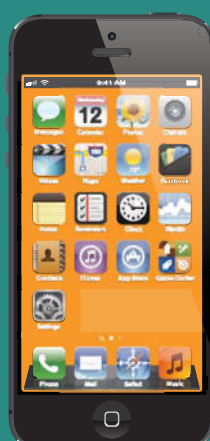
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0748	A		0943	A		1103	A		1223	A		1343	A		1503	A		1623	A	
0818	A		1003	A		1123	A		1243	A		1403	A		1523	A		1653	A	
0848	A		1023	A		1143	A		1303	A		1423	A		1543	A		1728	A	
0918	A		1043	A		1203	A		1323	A		1443	A		1603	A		1802	A	

Notes: F-Fridays

Times shown in italics are approximate times

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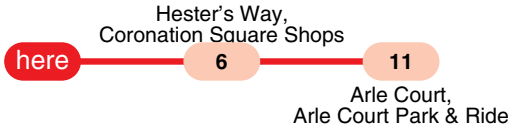
Code for this stop: **glodptgp**

Bus times by mobile browser



Bus departures from this stop
Arle
opp Saxon Quarter

Stagecoach West



The numbers circled indicate approximate timings in minutes from Arle, Saxon Quarter

Bus times commencing 9th October 2025

Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note	
0553	A	0850	A	1038	A	1226	A	1414	A	1612	A	1815	A	2109	A
0649	A	0902	A	1050	A	1238	A	1426	A	1628	A	1828	A	2141	A
0718	A	0914	A	1102	A	1250	A	1438	A	1640	A	1840	A	2211	A
0733	A	0926	A	1114	A	1302	A	1450	A	1652	A	1859	A	2241	A
0747	A	0938	A	1126	A	1314	A	1502	A	1707	A	1916	A	2311	A
0802	A	0950	A	1138	A	1326	A	1516	A	1722	A	1933	A	2341	A
0814	A	1002	A	1150	A	1338	A	1530	A	1736	A	1950	A	0011	A
0826	A	1014	A	1202	A	1350	A	1545	A	1749	A	2007	A	0041	A
0838	A	1026	A	1214	A	1402	A	1559	A	1804	A	2041	A	0111	A

Bus times commencing 11th October 2025

Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note			
0714	A	1014	A	1150	A	1326	A	1502	A	1638	A	1839	A	2141	A
0738	A	1026	A	1202	A	1338	A	1514	A	1650	A	1858	A	2211	A
0814	A	1038	A	1214	A	1350	A	1526	A	1702	A	1916	A	2241	A
0844	A	1050	A	1226	A	1402	A	1538	A	1714	A	1936	A	2311	A
0905	A	1102	A	1238	A	1414	A	1550	A	1729	A	1950	A	2341	A
0927	A	1114	A	1250	A	1426	A	1602	A	1744	A	2007	A	0011	A
0947	A	1126	A	1302	A	1438	A	1614	A	1759	A	2041	A	0041	A
1002	A	1138	A	1314	A	1450	A	1626	A	1819	A	2109	A	0111	A

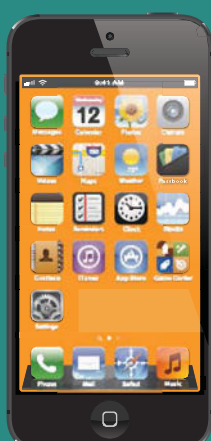
Bus times commencing 12th October 2025

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0838	A		1033	A		1153	A		1313	A		1433	A		1553	A		1713	A	
0908	A		1053	A		1213	A		1333	A		1453	A		1613	A		1743	A	
0938	A		1113	A		1233	A		1353	A		1513	A		1633	A		1816	A	
1008	A		1133	A		1253	A		1413	A		1533	A		1653	A		1848	A	

Notes: F-Fridays

Times shown in italics are approximate times

Bus times by text message



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Normal mobile internet charges apply.

Code for this stop: **glodpmwt**

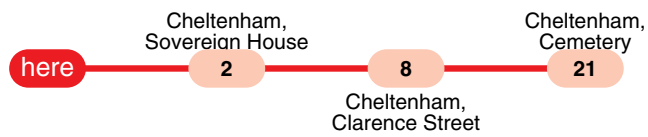
Bus times by mobile browser



Bus departures from this stop
Arle
nr Saxon Quarter

A Cheltenham - Arle Court P&R

Stagecoach West



The numbers circled indicate approximate timings in minutes from Arle, Saxon Quarter

Mondays to Fridays

Bus times commencing 9th October 2025

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0555	A		0822	A		1015	A		1203	A		1351	A		1542	A		1800	A		2154	A	
0624	A		0837	A		1027	A		1215	A		1403	A		1557	A		1820	A		2224	A	
0649	A		0849	A		1039	A		1227	A		1415	A		1612	A		1840	A		2254	A	
0712	A		0902	A		1051	A		1239	A		1427	A		1627	A		1900	A		2324	A	
0722	A		0915	A		1103	A		1251	A		1439	A		1642	A		1916	A		2354	A	F
0733	A		0927	A		1115	A		1303	A		1451	A		1657	A		1951	A		0024	A	F
0744	A		0939	A		1127	A		1315	A		1503	A		1712	A		2021	A				
0756	A		0951	A		1139	A		1327	A		1518	A		1727	A		2054	A				
0808	A		1003	A		1151	A		1339	A		1530	A		1741	A		2124	A				

Saturdays

Bus times commencing 11th October 2025

Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note			
0620	A	0927	A	1103	A	1239	A	1415	A	1551	A	1800	A	2124	A
0720	A	0939	A	1115	A	1251	A	1427	A	1603	A	1820	A	2154	A
0750	A	0951	A	1127	A	1303	A	1439	A	1615	A	1840	A	2224	A
0810	A	1003	A	1139	A	1315	A	1451	A	1630	A	1900	A	2254	A
0830	A	1015	A	1151	A	1327	A	1503	A	1645	A	1916	A	2324	A
0849	A	1027	A	1203	A	1339	A	1515	A	1700	A	1951	A	2354	A
0903	A	1039	A	1215	A	1351	A	1527	A	1720	A	2021	A	0024	A
0915	A	1051	A	1227	A	1403	A	1539	A	1740	A	2054	A		

Sundays

Bus times commencing 12th October 2025

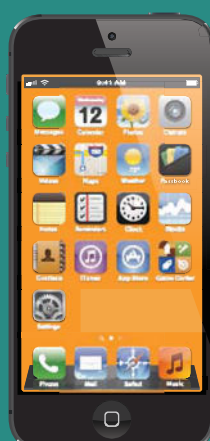
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0747	A		0942	A		1102	A		1222	A		1342	A		1502	A		1622	A	
0817	A		1002	A		1122	A		1242	A		1402	A		1522	A		1652	A	
0847	A		1022	A		1142	A		1302	A		1422	A		1542	A		1727	A	
0917	A		1042	A		1202	A		1322	A		1442	A		1602	A		1801	A	

Notes: F-Fridays

Times shown in *italics* are approximate times

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